

FIG.

FIG. 2

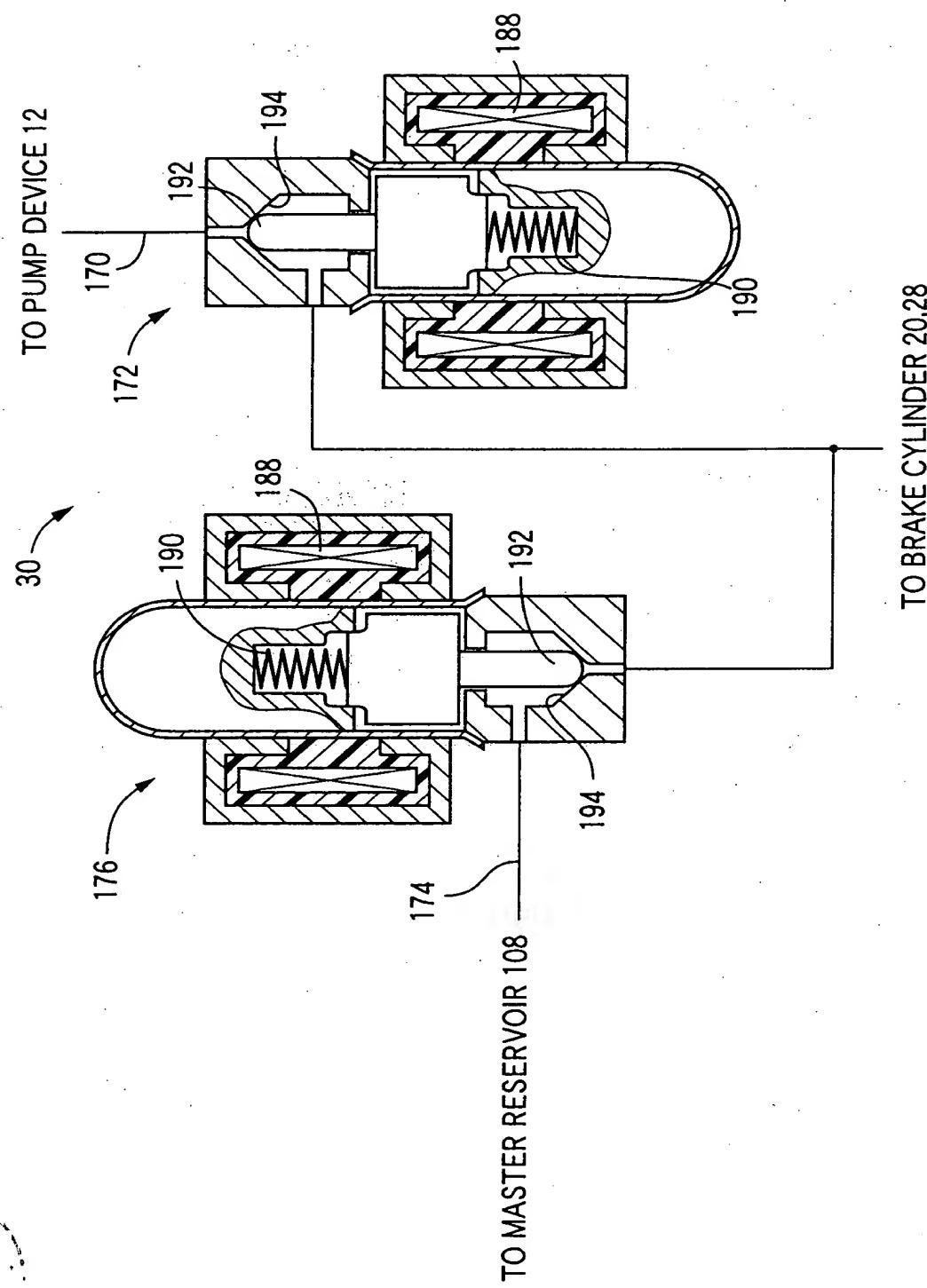


FIG. 3

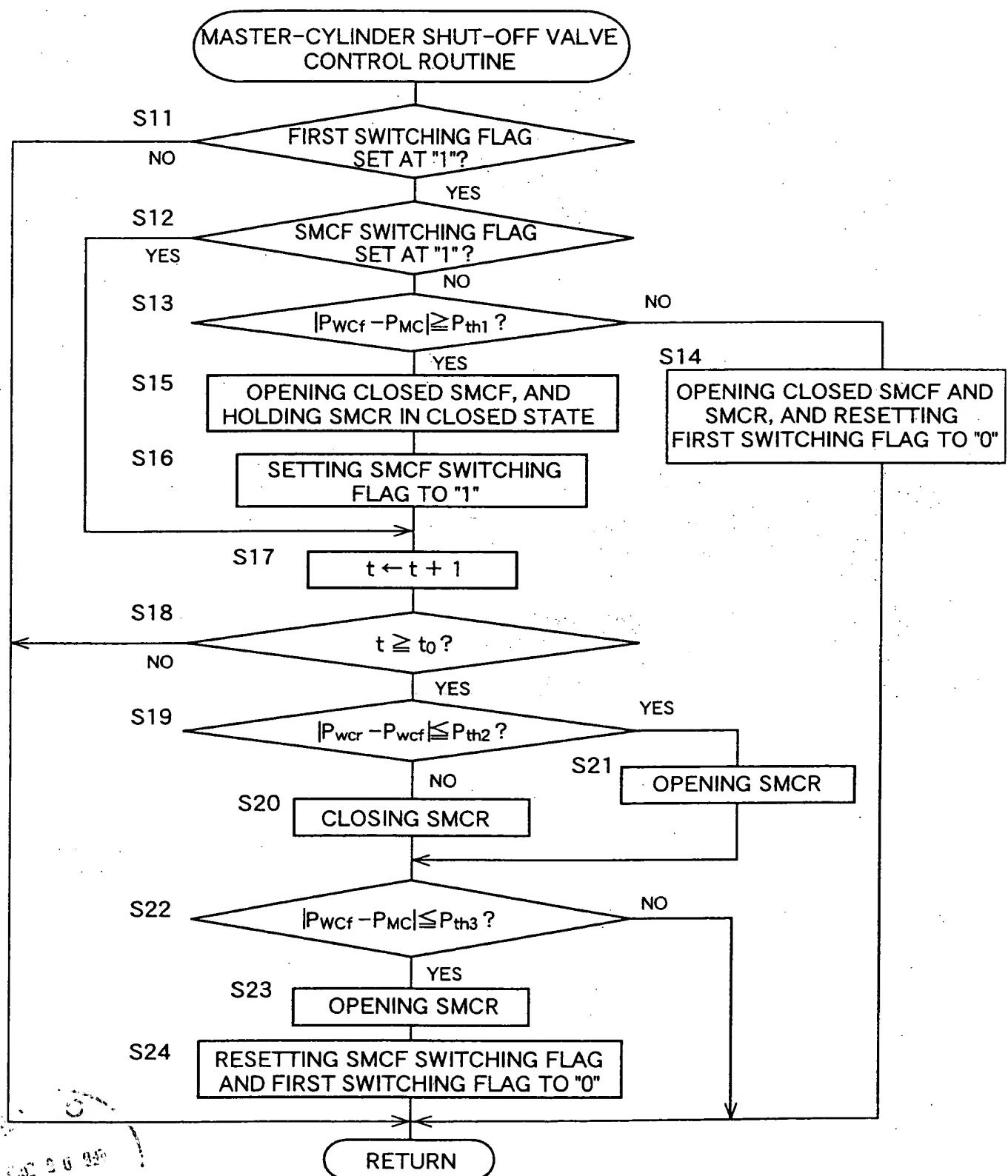


FIG. 4A
FRONT WHEELS

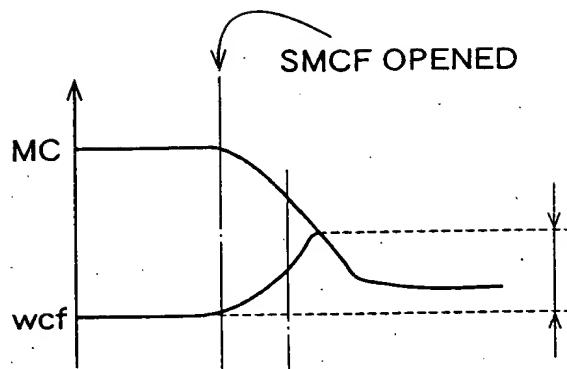


FIG. 4B
REAR WHEELS

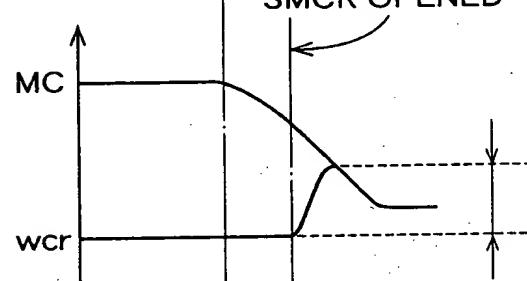


FIG. 4C
REAR WHEELS

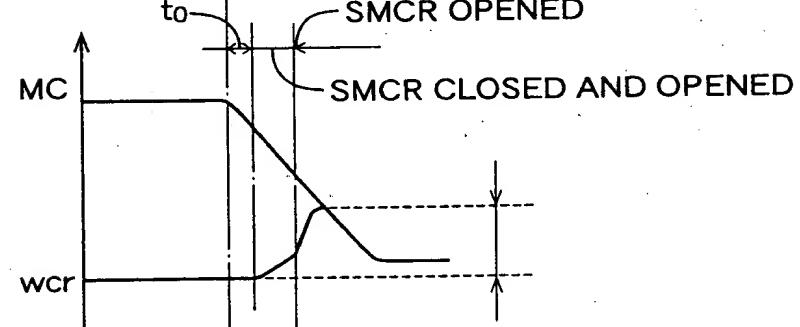


FIG. 4D
REAR WHEELS

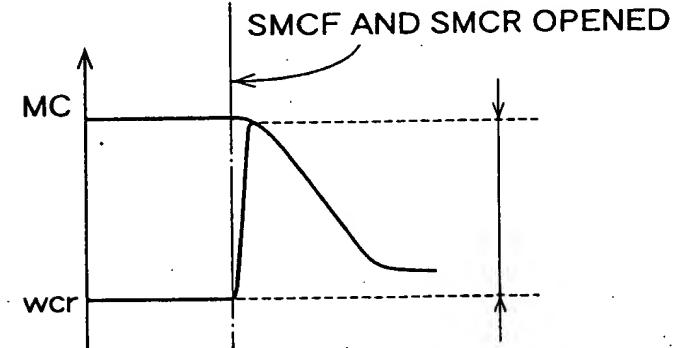


FIG. 5

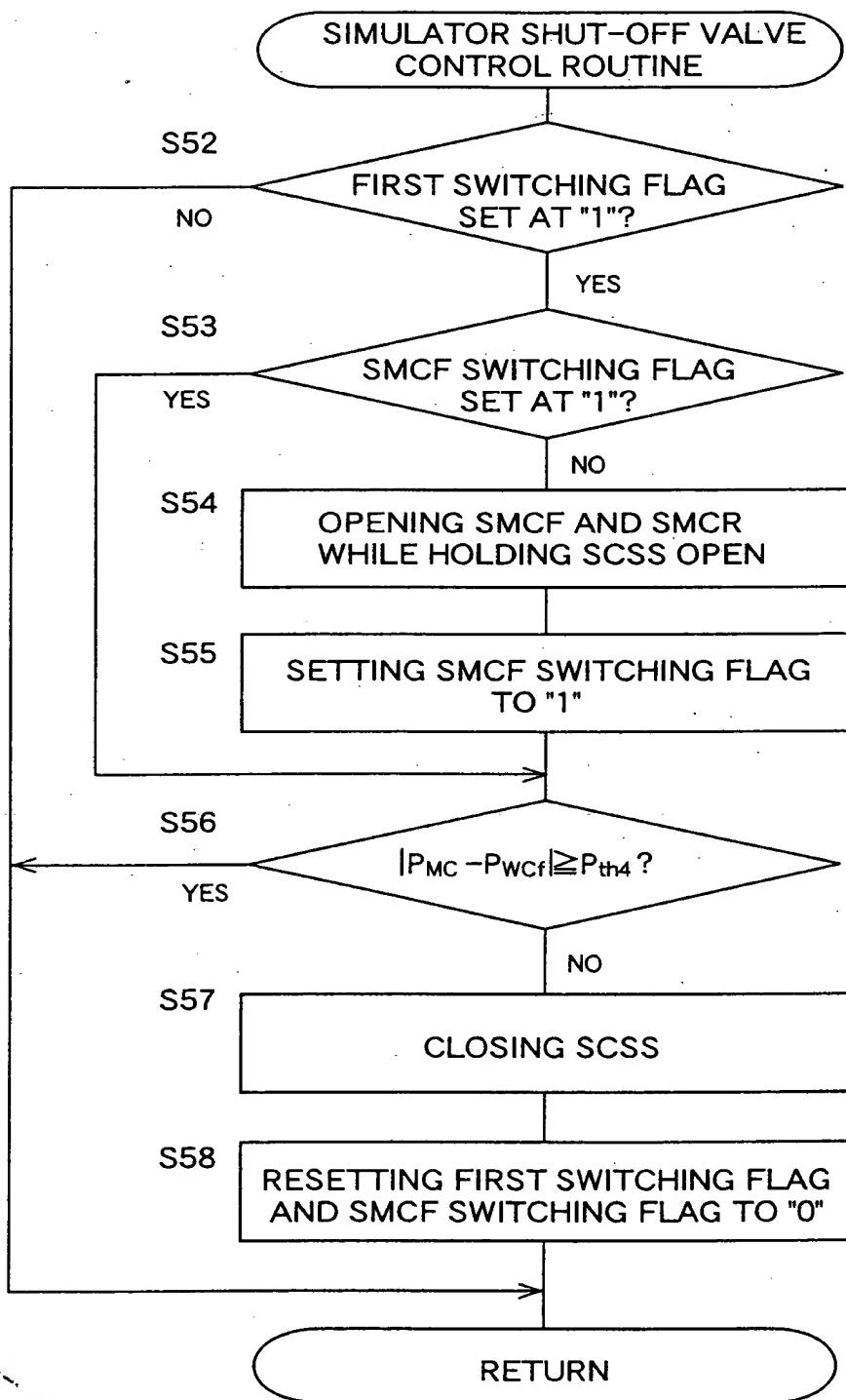


FIG. 6

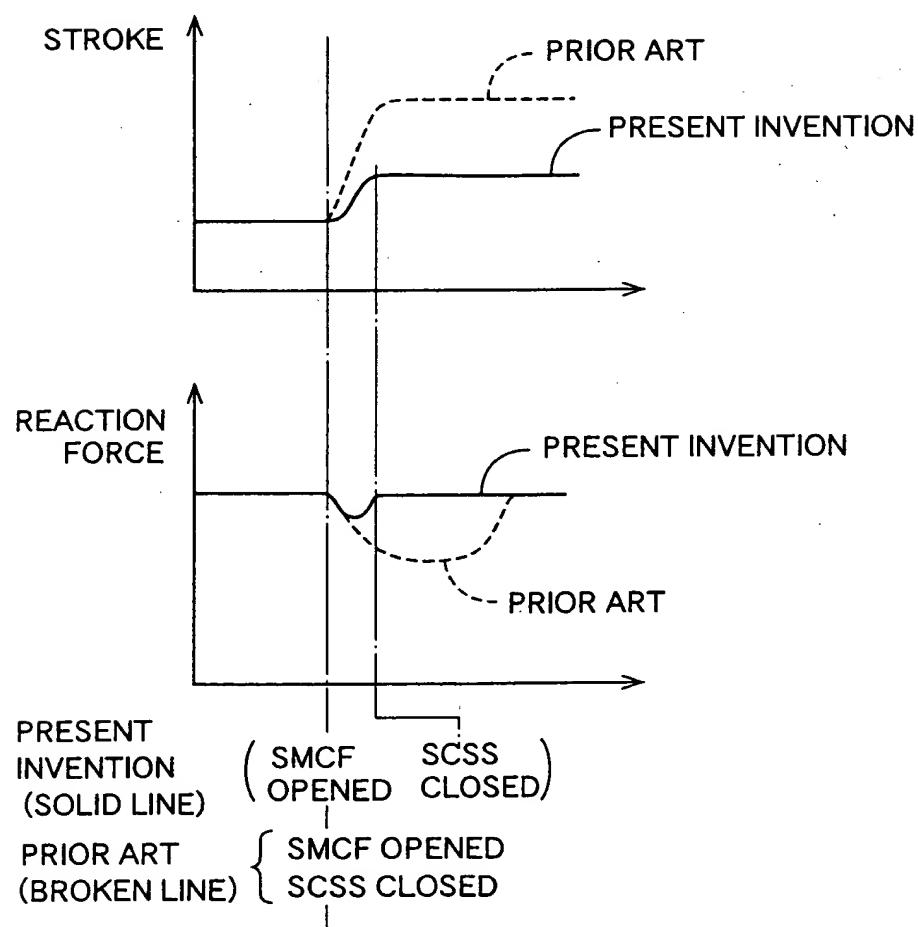
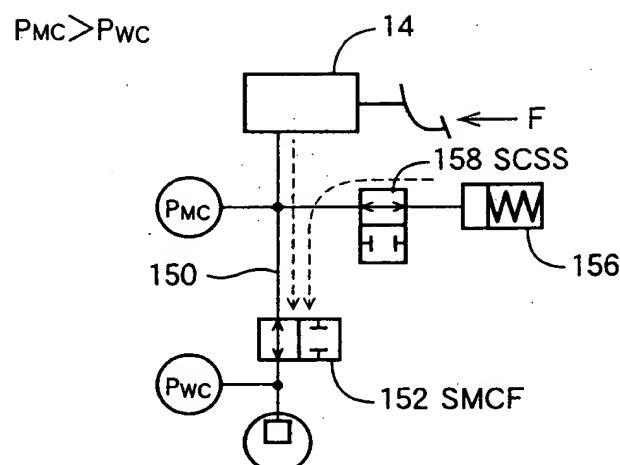
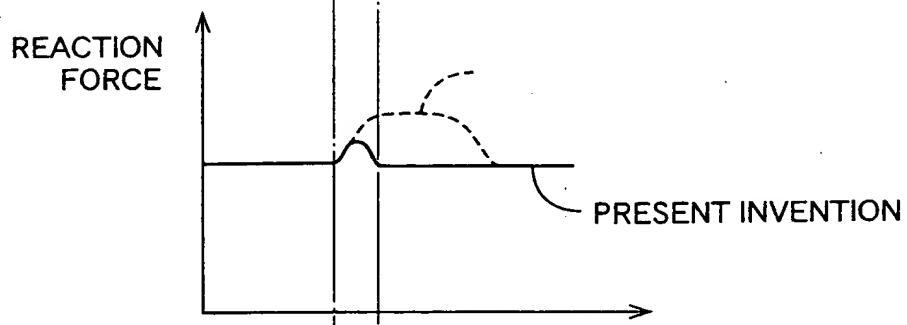
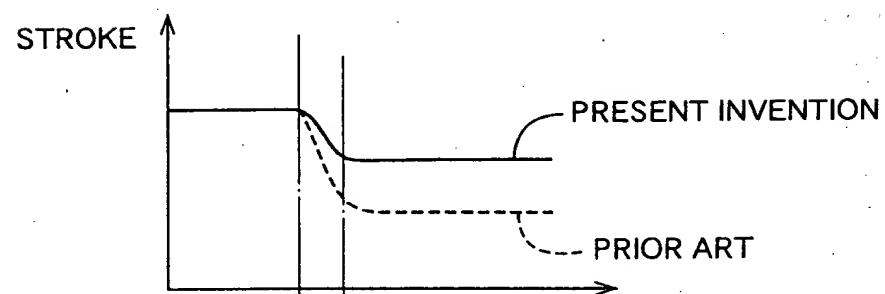
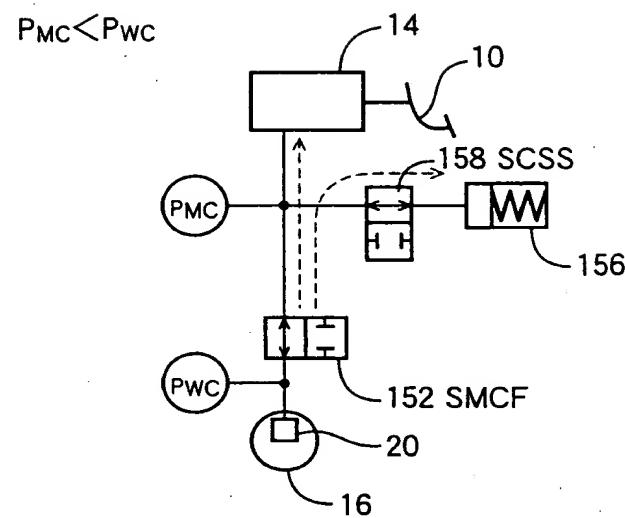


FIG. 7



PRESENT
INVENTION
(SOLID LINE)

(SMCF
OPENED SCSS
CLOSED)

PRIOR ART
(BROKEN LINE)

{ SMCF OPENED
SCSS CLOSED

FIG. 8

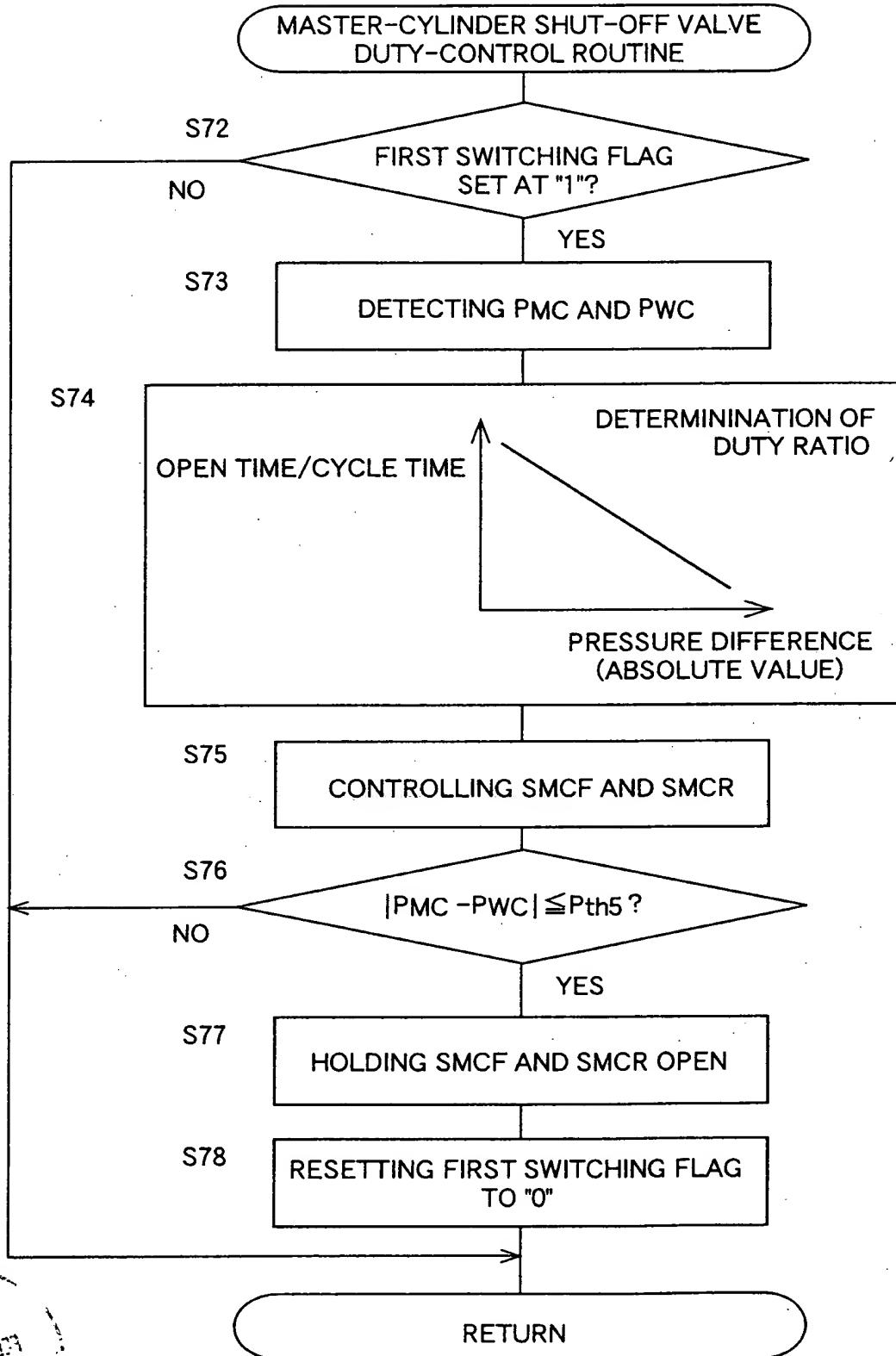


FIG. 9

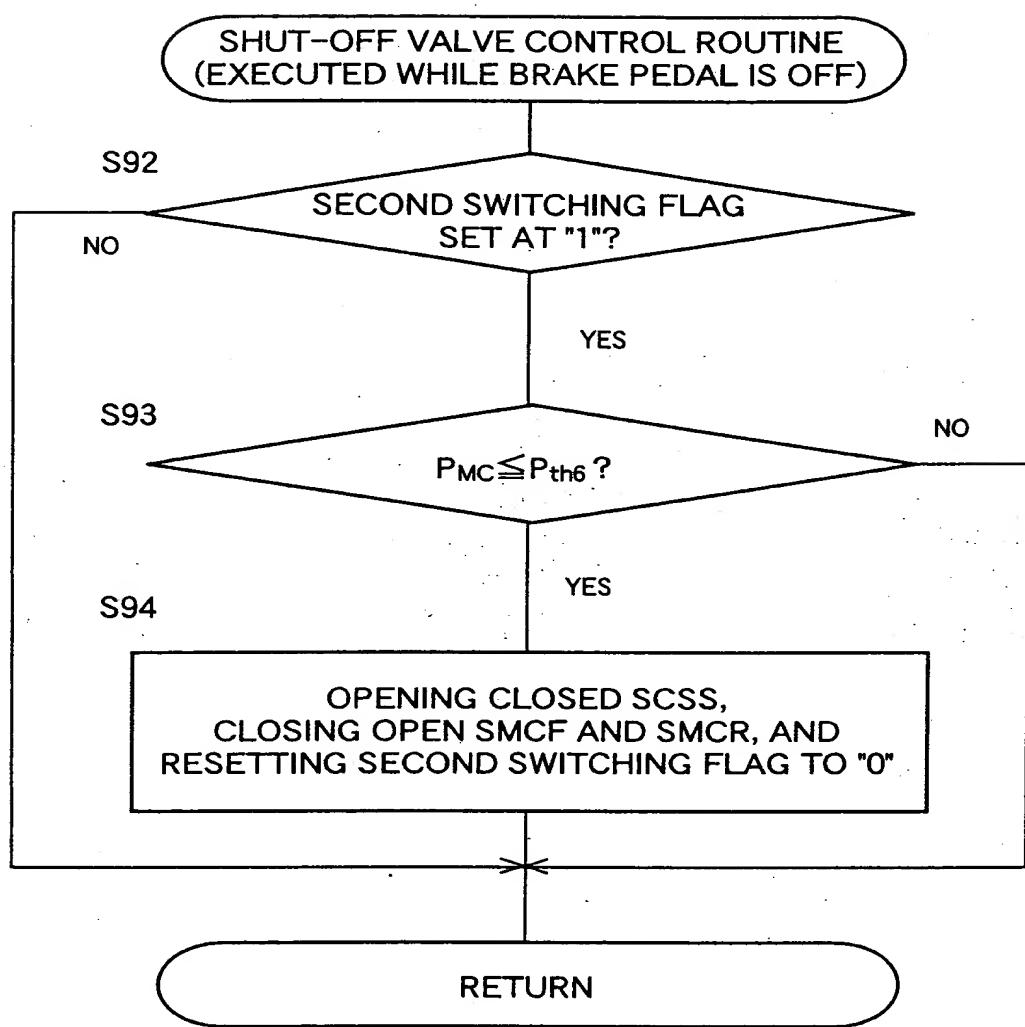


FIG. 10

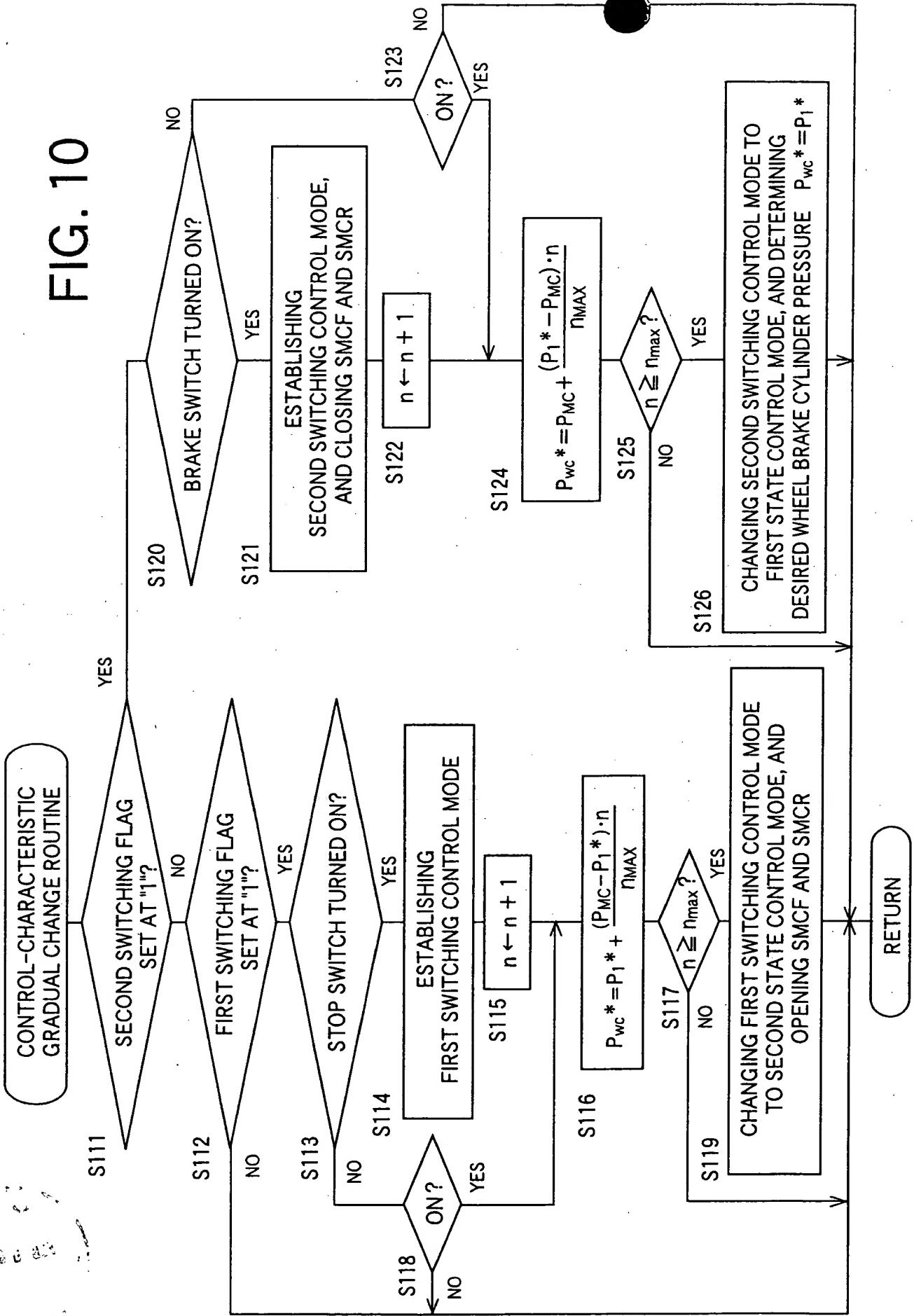


FIG. 11

CONTROL ROUTINE EXECUTED
UPON DETECTION OF FIRST
SWITCHING SYMPTOM

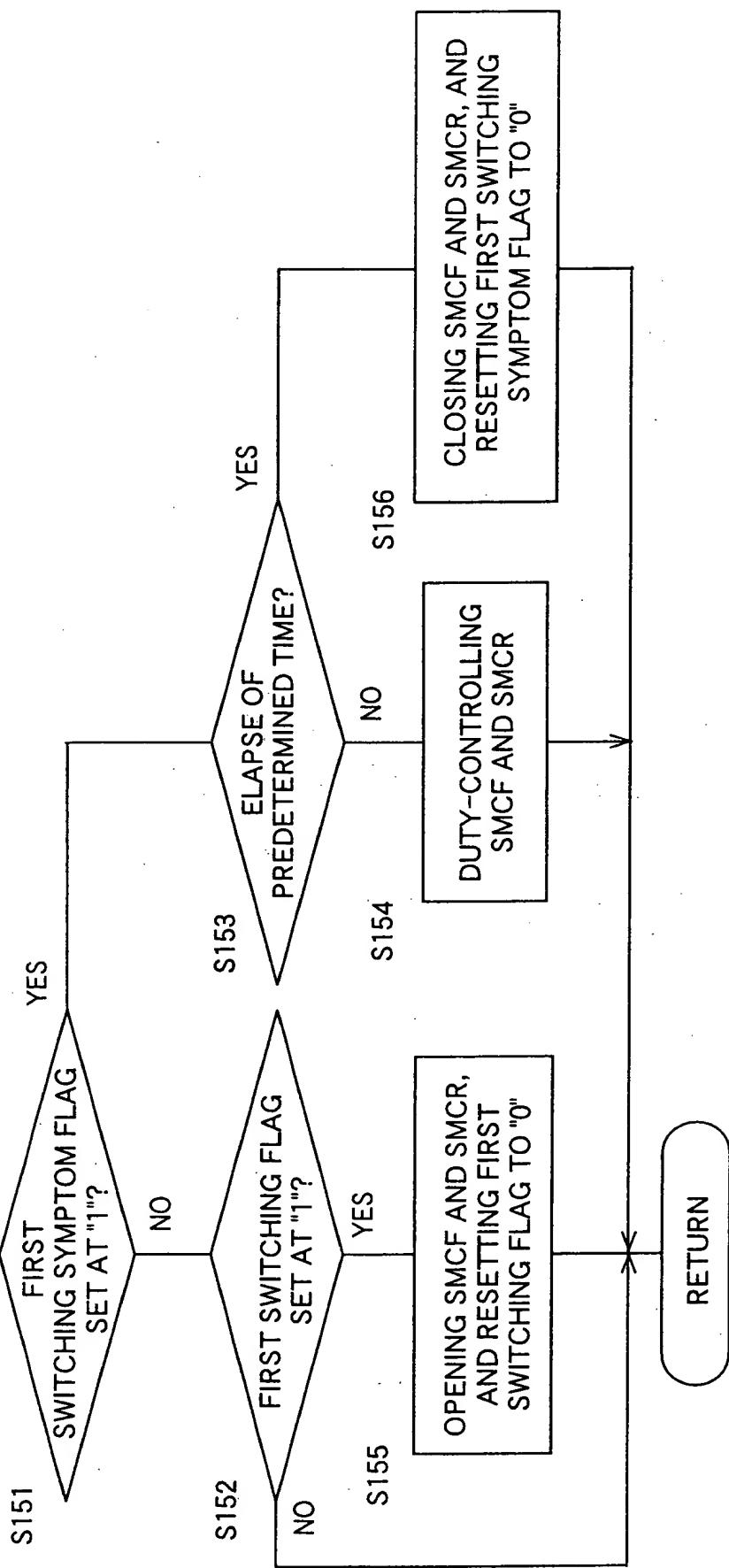


FIG. 12

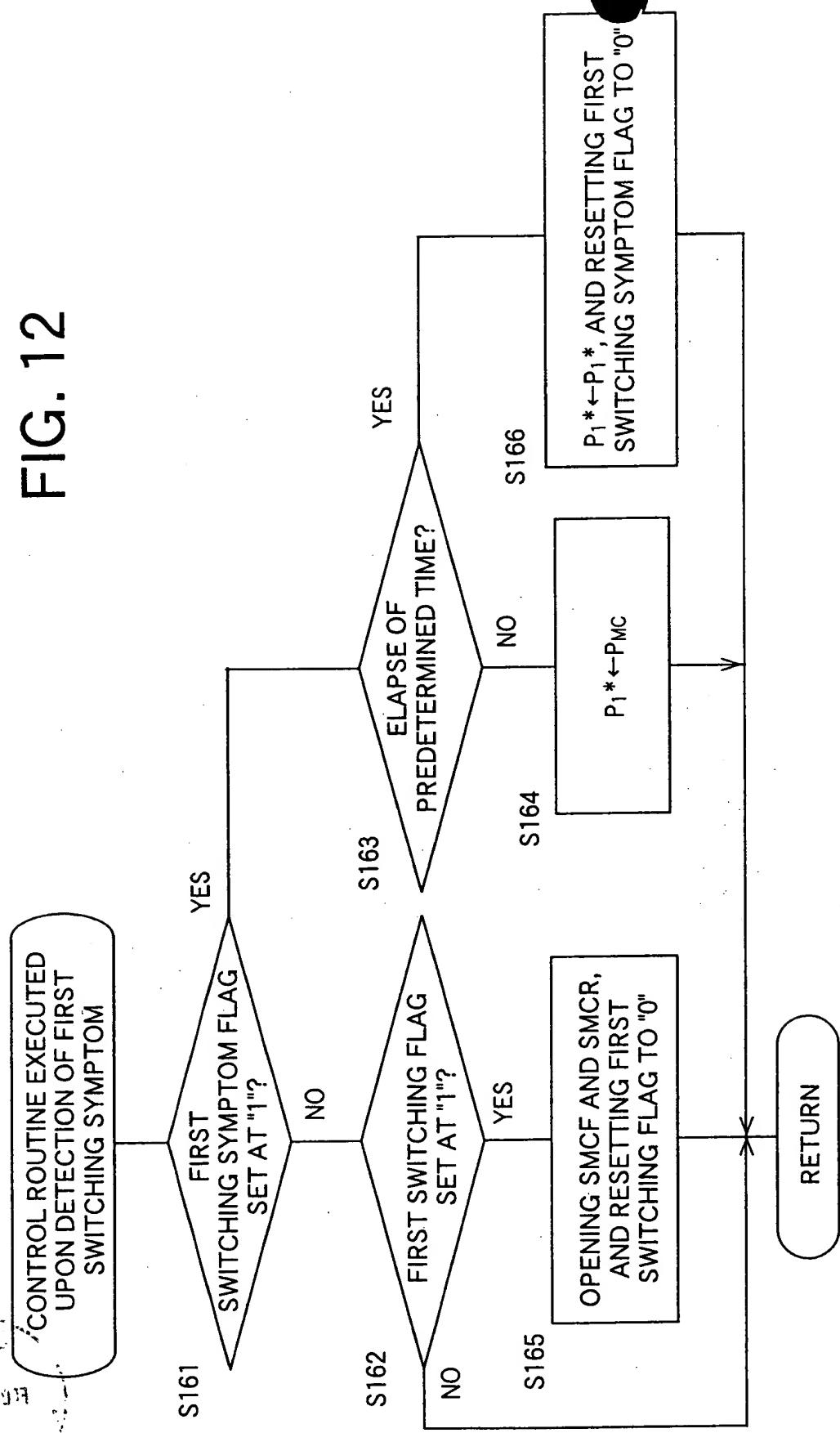


FIG. 13

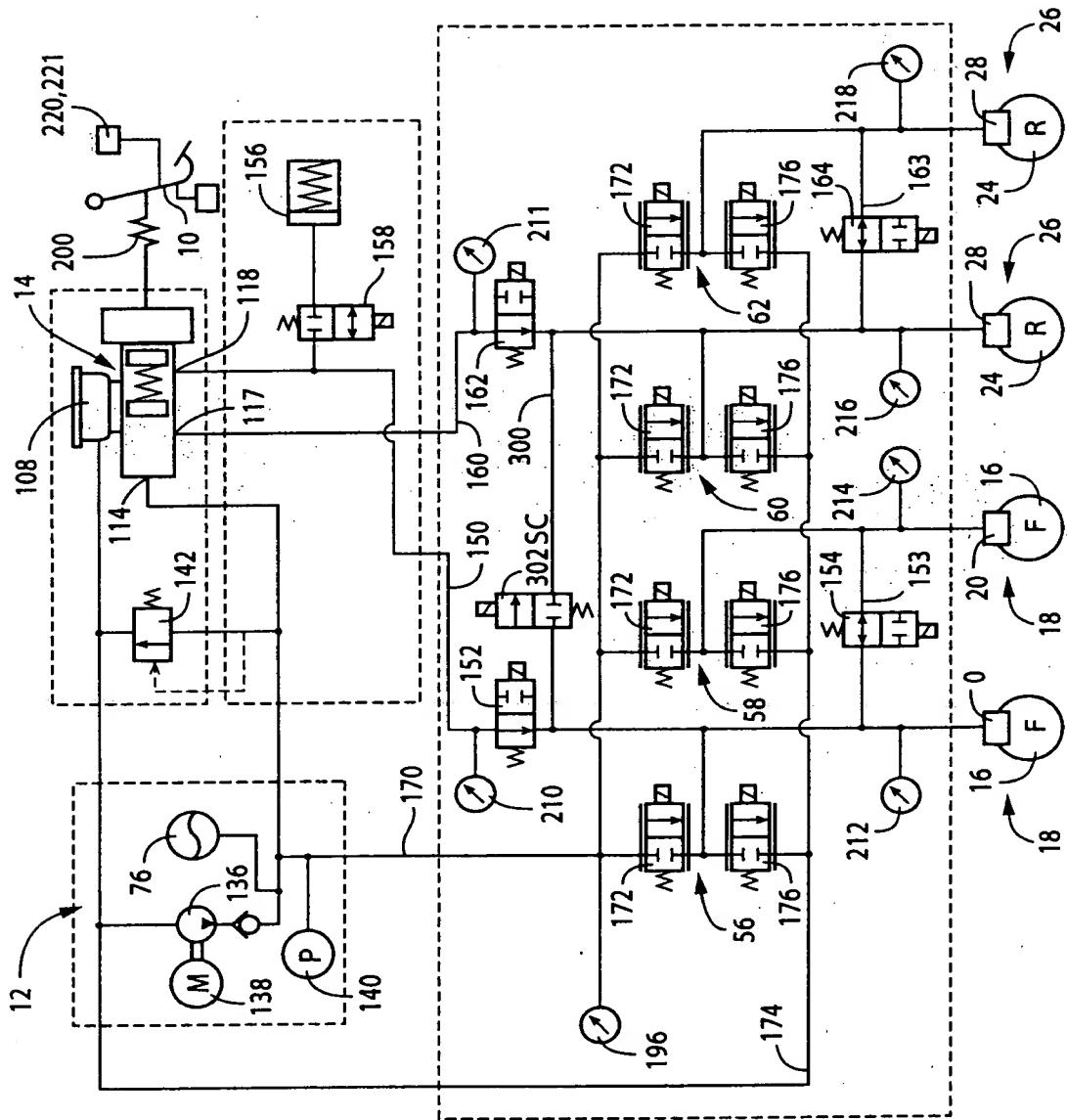


FIG. 14

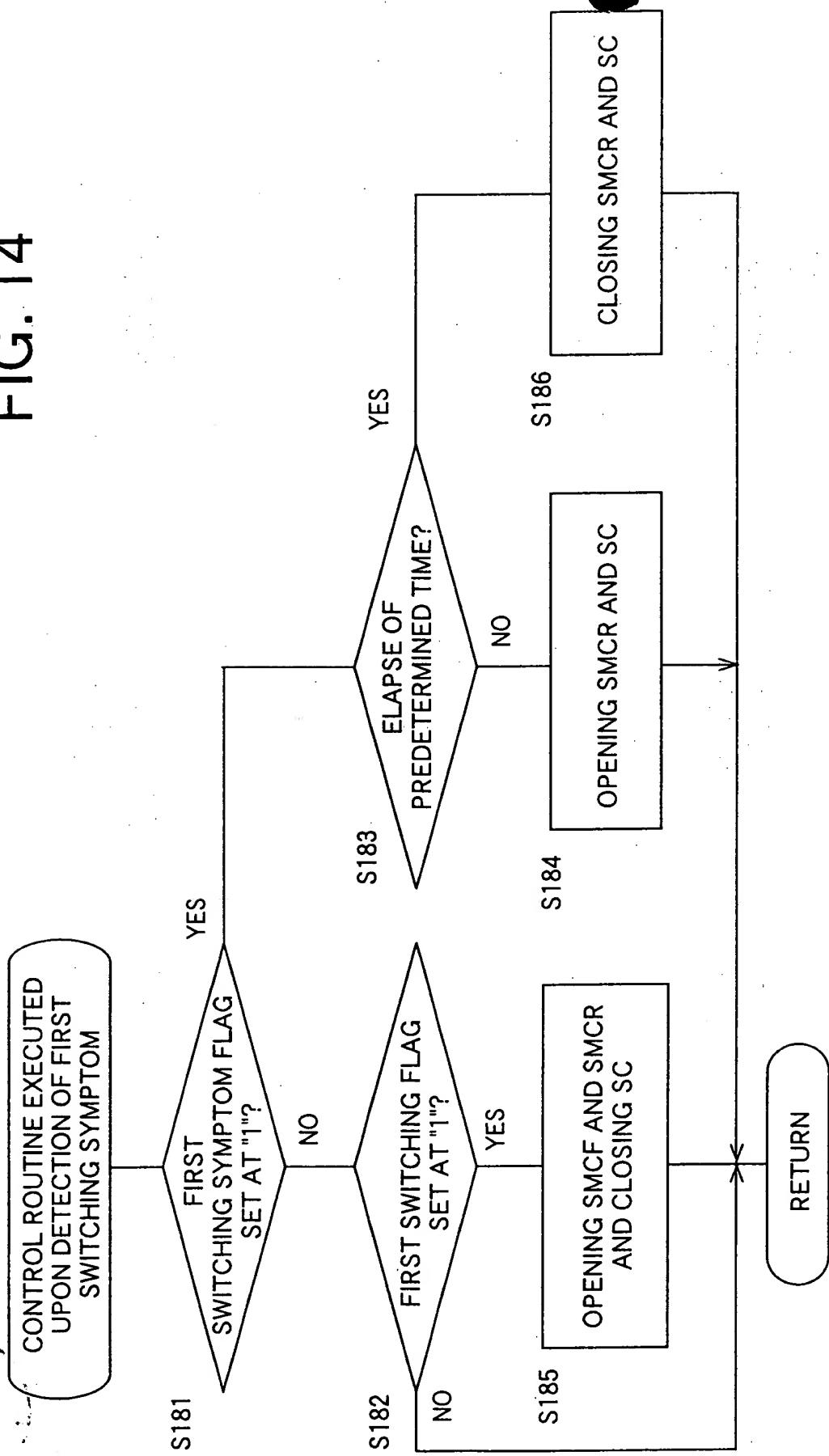


FIG. 15

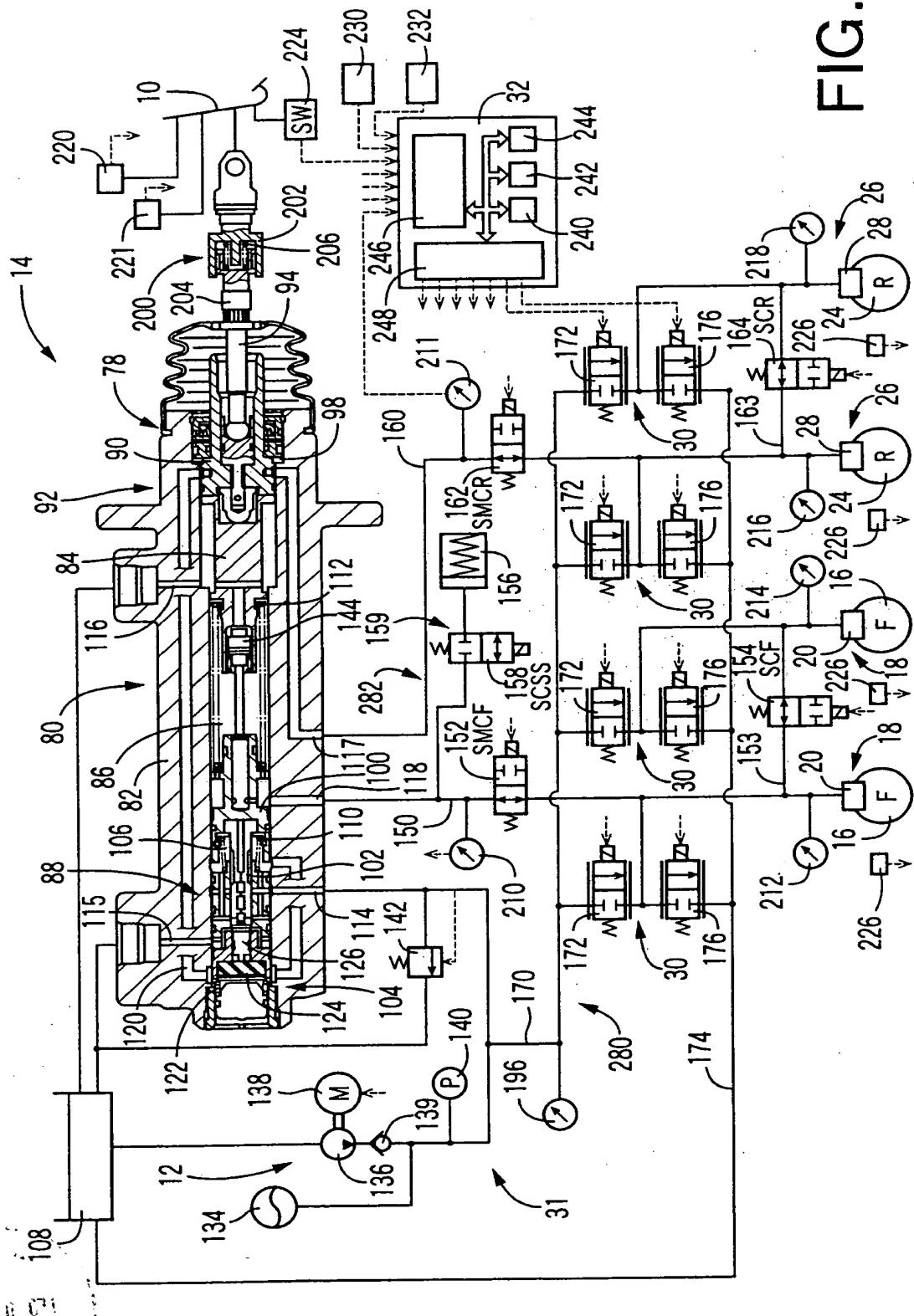


FIG. 16

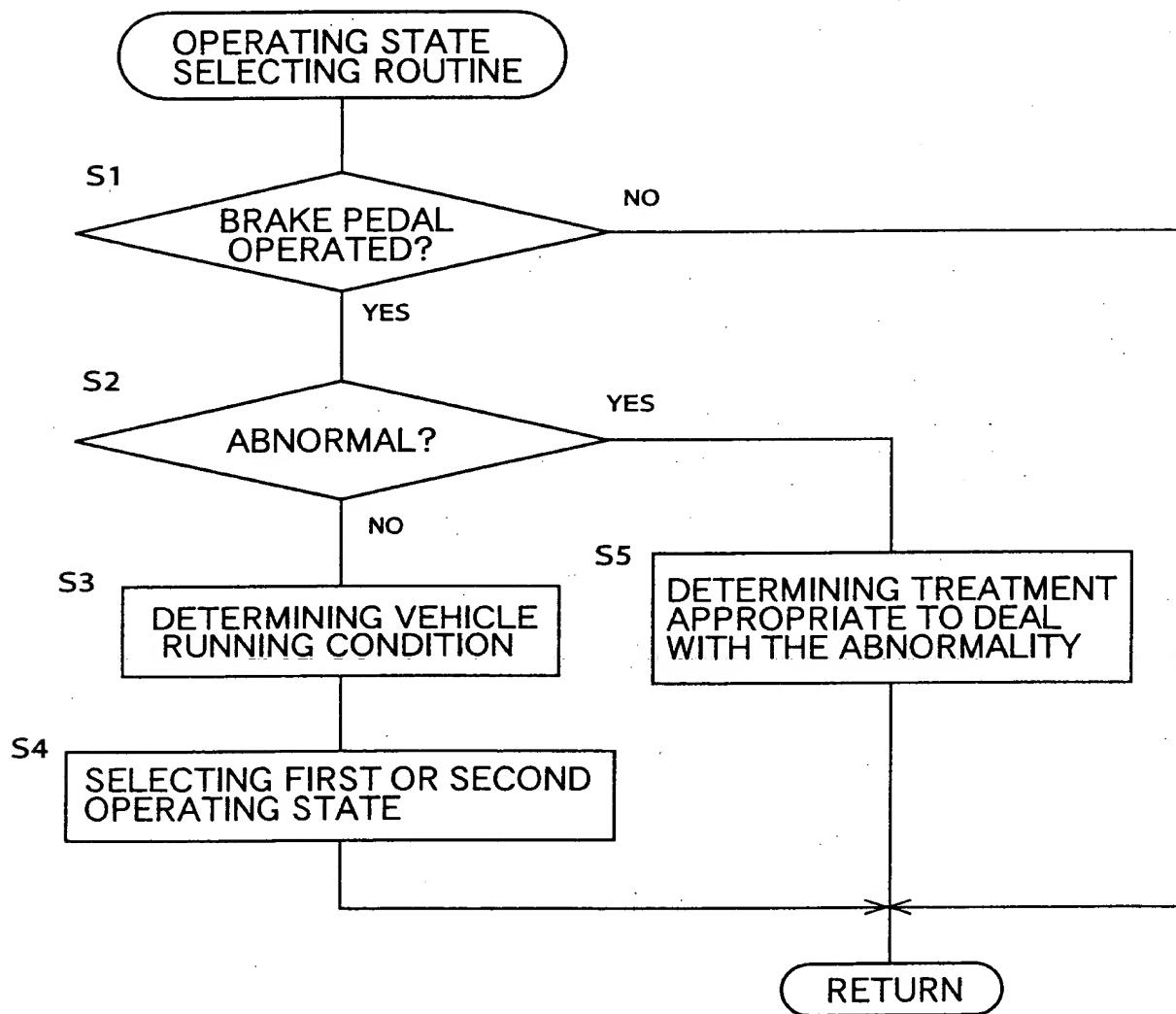


FIG. 17

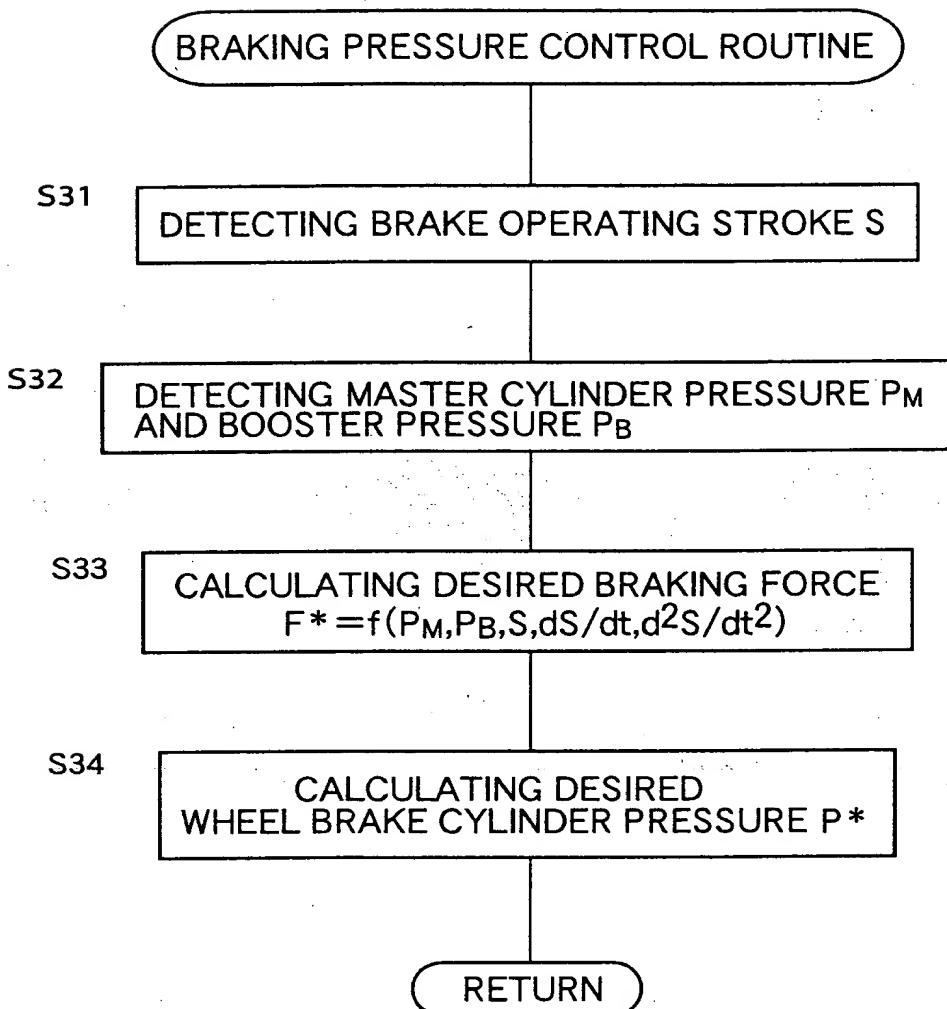


FIG. 18

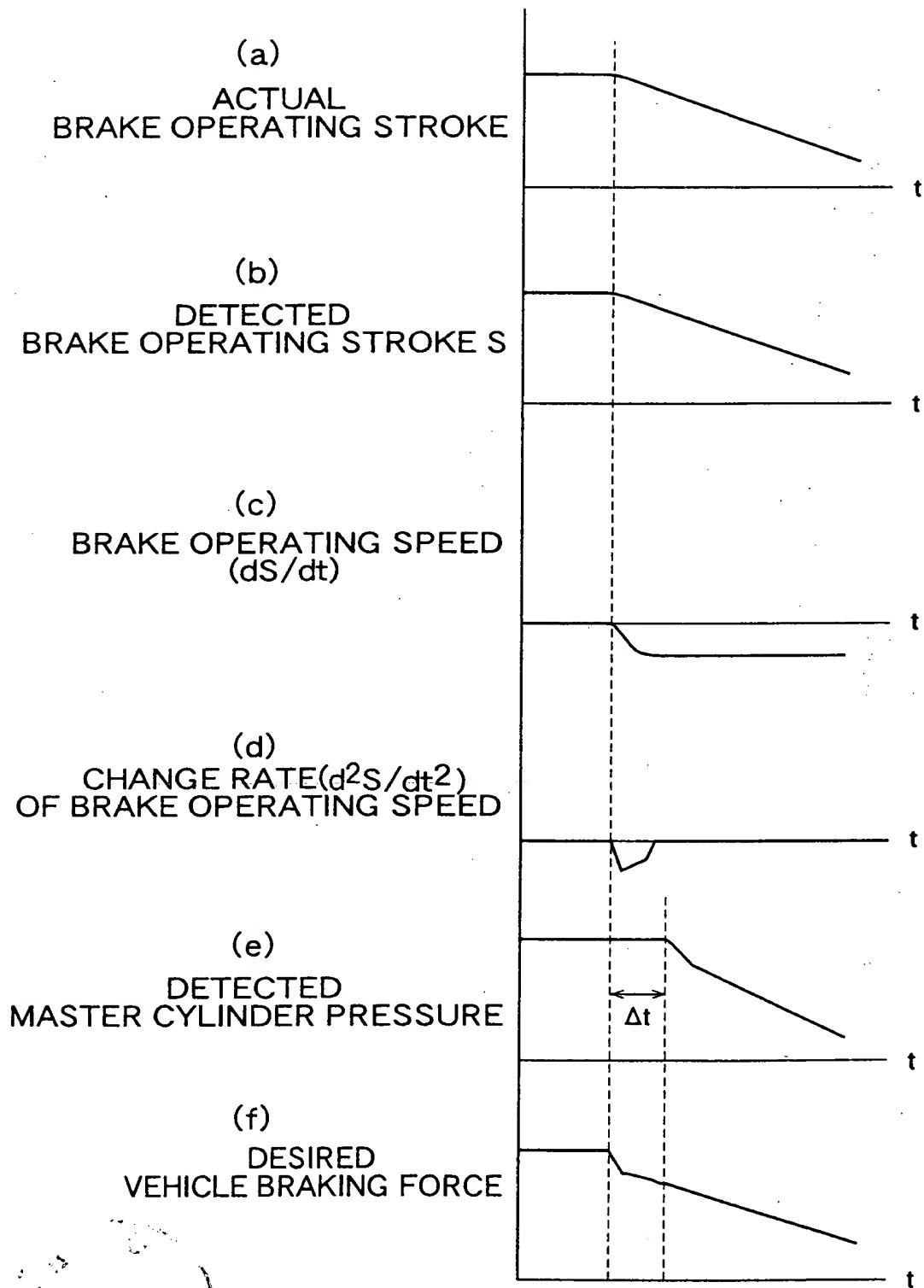


FIG. 19A

ABNORMAL DEVICES OR ELEMENTS		ABNORMAL STATE (TREATMENTS)	FIRST STATE	
			KEPT	INHIBITED
PUMP DEVICE (FIRST HYD. PRESSURE SOURCE)	PUMP MOTOR	LOW ACCUMULATOR PRESSURE		O
	PUMP	LOW ACCUMULATOR PRESSURE		O
	ACCUMULATOR	LOW ACCUMULATOR PRESSURE		O
SECOND HYD. SYSTEM	SHUT-OFF VALVE	STUCK IN CLOSED POSITION		O
	STROKE SIMULATOR	SHUT-OFF VALVE STUCK IN CLOSED POSITION		O
	HYDRAULIC BOOSTER	LOW MASTER CYLINDER PRESSURE OR LOW BOOSTER PRESSURE	O	
LINEAR VALVE DEVICES	INCREASING VALVE	STUCK IN OPEN POSITION (PRESSURE DROP AFTER RAPID RISE → LOW ACCUMULATOR PRESSURE)		O
		STUCK IN CLOSED POSITION (OPENING COMMUNICATING VALVE)		O

FIG. 19B

ABNORMAL DEVICES OR ELEMENTS		ABNORMAL STATE (TREATMENTS)	FIRST STATE	
			KEPT	INHIBITED
		(CONTROLLING 4 BRAKE CYLINDERS)		
	REDUCING VALVE	STUCK IN OPEN POSITION (CONTROLLING 3 BRAKE CYLINDERS)	O	
		STUCK IN CLOSED POSITION (OPENING COMMUNICATING VALVE) (CONTROLLING 4 BRAKE CYLINDERS)	O	
	FRONT OR REAR LINEAR VALVE	ABNORMAL VALVE IN SECOND STATE AND NORMAL VALVE IN FIRST STATE	O	
SENSORS	CYLINDER PRESSURE SENSOR	OPENING COMMUNICATING VALVE (CONTROLLING 4 BRAKE CYLINDERS)	O	
	ONE OF TWO ACC PRESSURE SENSORS	INACCURATE DETECTION OF ACC PRESSURE, ALTHOUGH THE DETECTION IS POSSIBLE BY THE OTHER NORMAL SENSOR		O

FIG. 19C

ABNORMAL DEVICES OR ELEMENTS	ABNORMAL STATE	FIRST STATE	
		KEPT	INHIBITED
ONE OF TWO MC PRESSURE SENSORS	CONTROL BASED ON THE OTHER NORMAL SENSOR, OR THE STROKE SENSORS	O	

W 00 924

FIG. 20

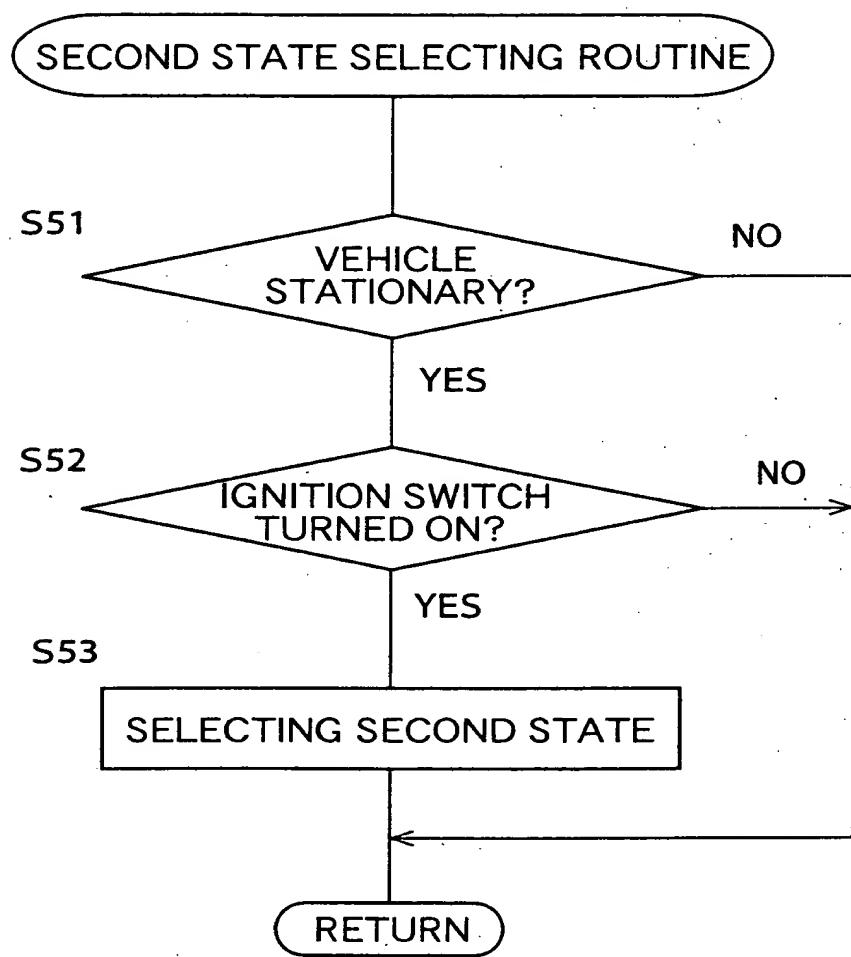


FIG. 21

BRAKING PRESSURE CONTROL ROUTINE
(EXECUTED UPON SWITCHING TO SECOND STATE)

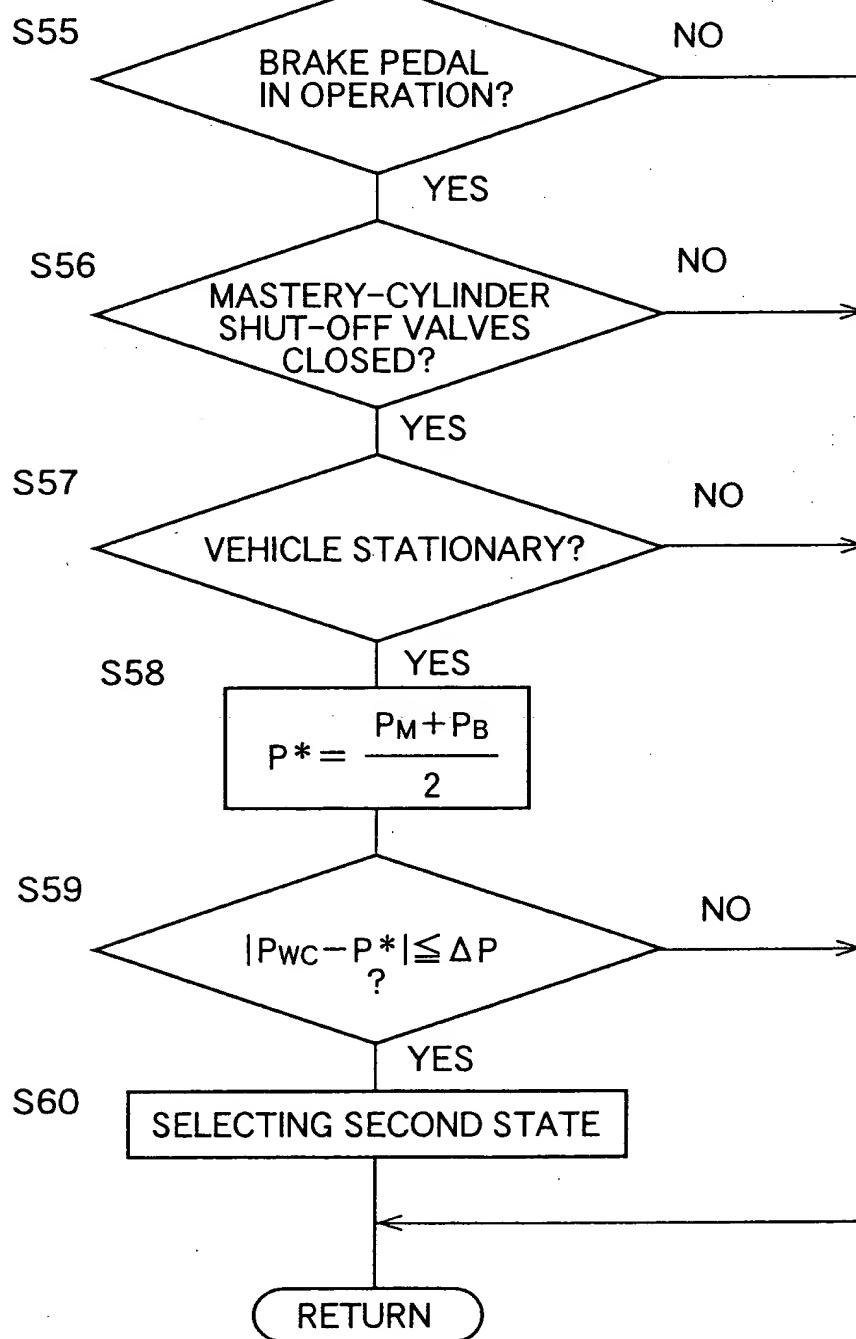


FIG. 22

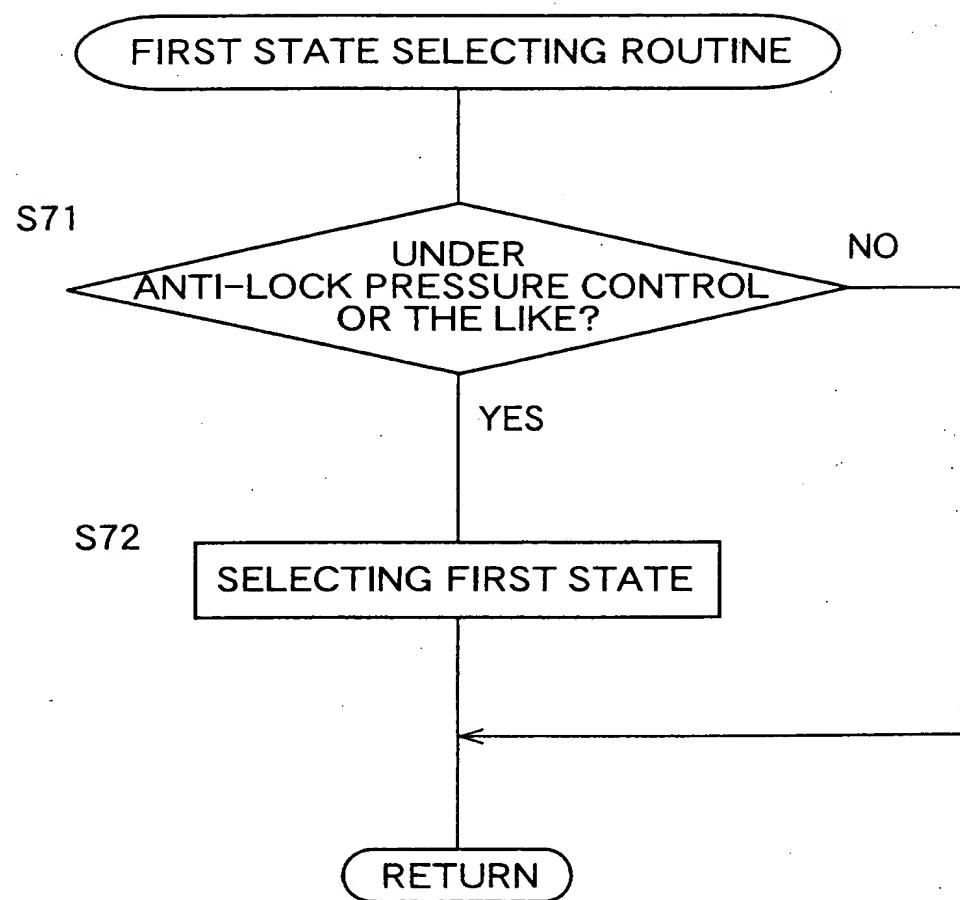


FIG. 23

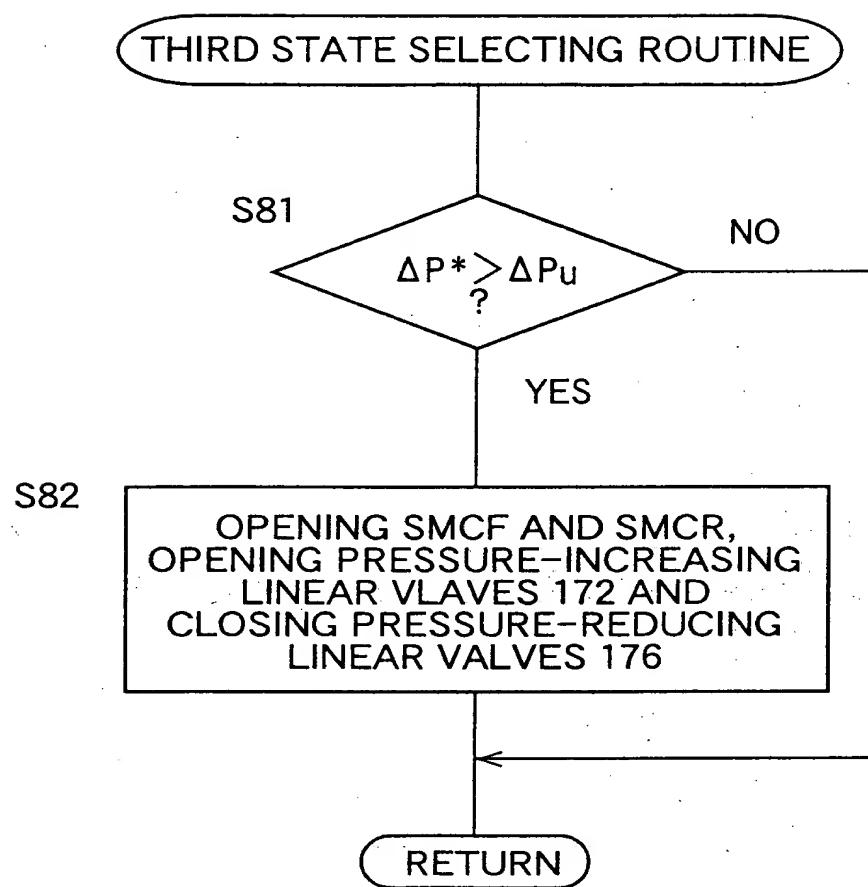


FIG. 24

